

**East Cambridge Neighborhood Study Update**  
**DRAFT RECOMMENDATIONS – 05/03/06**

<b>LAND USE AND ZONING</b>		
<b>LU#</b>	<b>Recommendation – DRAFT</b>	<b>Status – DRAFT</b>
1	Examine the cumulative impacts of new development in the neighborhood. Focus on impacts on parking, traffic, utilities, safety, open space, and overall quality of life.	The Eastern Cambridge Planning Study, conducted in 2000-2001 by a committee of residents and planning staff, established future goals for new development in the East Cambridge neighborhood. This study process included 20-year projections for new development and traffic impacts across the study area. The associated Eastern Cambridge Rezoning reduced the total amount of new development allowed in East Cambridge and incorporated public review requirements for large development projects. Impacts on the neighborhood, including traffic, parking, open space, and urban character, are considered in this review process and mitigation is required where appropriate.
2	Ensure that the density and height of new buildings is similar to the existing patterns of development in the neighborhood, specifically along Cambridge Street and on the edges of the residential neighborhood.	<b>FUTURE ACTION – SHORT RANGE:</b> The Community Development Department will prepare an analysis of the current zoning regulations in the core residential district of East Cambridge and compare these to the existing patterns of development in the neighborhood.
3	Ensure that development in the neighborhood is consistent with the zoning established through the Eastern Cambridge Planning Study. There is a concern that recent development projects have been allowed to be too large after receiving variances from the Board of Zoning Appeal.	Because of the dense development pattern in East Cambridge and many existing properties that do not conform to current zoning, property owners or developers often seek variances from the Board of Zoning Appeal (BZA). Because the BZA must account for whether a proposed variance might cause “substantial detriment to the public good” or deviate from the “intent or purpose” of the zoning ordinance, it is important that members of the public testify at public hearings or explain their views to the BZA in writing whenever there is a concern about a requested variance.
4	Reduce the impact of rooftop mechanical equipment. Ensure that vents face away from the residential neighborhood.	In 2003, the City Council passed a set of zoning changes based on the recommendations of the Rooftop Mechanicals Task Force. Under Article 19 of the zoning ordinance, the Planning Board now considers the visual and noise impacts of rooftop mechanical units during the project review process. The zoning changes also created limitations on the height of rooftop mechanical units when they are next to residential areas.

**SHORT RANGE: 0–2 years**  
**MEDIUM RANGE: 3–6 years**  
**LONG RANGE: 7–10 years**

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5	Explore ways to encourage more activity along First Street, which feels like a “dead area” in the neighborhood. Housing, retail, and pedestrian activity might help to enliven the street and make it feel more a part of the neighborhood.	<p>On major streets such as First Street, the design guidelines created in the Eastern Cambridge Planning Study encourage retail activity and a continuous streetfront with more entrances at the street level. The zoning in the First Street corridor also has built-in incentives to encourage the development of housing and the inclusion of ground-floor retail. The One First Street residential project, for example, will contain street-level retail. New development or redevelopment projects that occur in the future can be expected to include additional housing and retail. Also, as development proceeds in the North Point area, First Street is expected to become more active as it will become one of the main travel routes into the area.</p> <p><b>UNDER CONSIDERATION – SHORT RANGE:</b> The Traffic, Parking and Transportation Department is evaluating a design to add on-street metered parking to the west side of First Street between Spring and Bent Streets, near existing retail businesses. Pending an appropriate final design, the metered spaces are expected to be installed in 2006. Changes to this on-street parking may be considered in the future if the traffic volume on First Street increases as a result of its planned extension across O'Brien Highway and into the North Point area.</p>
6	Ensure that loading docks are sited away from the neighborhood.	Under Article 19 of the Cambridge Zoning Ordinance, the Planning Board considers the placement of loading docks as part of the project review process. The stated design objective in Article 19 that guides the Planning Board's review is to have “Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.”

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<b>TRANSPORTATION</b>		
<b>T#</b>	<b>Recommendation – DRAFT</b>	<b>Status – DRAFT</b>
1	Explore ways to improve transportation in the area of Fulkerson Street, Sixth Street, and Fifth Street, in the following ways:	
1(a)	Address speeding along Fulkerson and Sixth Streets	<b>FUTURE ACTION – SHORT RANGE:</b> This year, Community Development Department staff will meet with residents to discuss installing a raised crosswalk at the Fulkerson/Spring intersection. A raised crosswalk is planned to be installed at the Sixth/Charles intersection by Lyme Properties within the next two years.
1(b)	Address traffic volume on Lambert Street.	Additional resident permit parking spaces were added to one side of Lambert in fall 2005 to slow traffic and create a buffer for pedestrians.
1(c)	Address truck traffic on Fulkerson Street.	Except for local deliveries, trucks are banned from using Fulkerson Street between Charles and Cambridge Streets. The Cambridge Police Department has increased enforcement of the truck ban on Fulkerson Street. Residents should report violations by calling 617-349-6936 and leaving detailed information.
1(d)	Improve condition of roads and sidewalks on Fulkerson, Fifth, and Charles.	<b>FUTURE ACTION – SHORT/MEDIUM RANGE:</b> Fulkerson Street from Charles Street to Binney Street is planned to be repaved within the next two years, and a new sidewalk will be added on the western side of the street. Charles Street and Fifth Street are under consideration for repaving within the next five years.
1(e)	Address the incidence of cars “hopping the median” to cross Binney Street.	<b>FUTURE ACTION – SHORT RANGE:</b> As a result of planned roadway improvements, Bent Street will become open to two-way traffic. This will provide an eastbound alternative for drivers who might otherwise attempt to make a left turn onto Binney.
1(f)	Improve safety of pedestrian crossings on Binney Street.	<b>FUTURE ACTION – SHORT RANGE:</b> A planned traffic signal at Binney and Fulkerson, as well as a planned “roving eyes” signal at Binney and Sixth, should allow for safer pedestrian crossings at those locations. Installation is planned to occur by 2007.
1(g)	Improve safety of pedestrian crossings at Sixth and Hurley, near the playground.	<b>UNDER CONSIDERATION – SHORT RANGE:</b> Residents have suggested moving the planned raised crosswalk at the Sixth/Charles intersection to the Sixth/Hurley intersection. The Community Development Department will explore whether this move is possible.
1(h)	Address taxi parking along Fulkerson and illegal parking in bicycle lanes on Binney.	These issues have been referred to the Traffic, Parking and Transportation Department for enforcement. Residents should report specific parking violations to the enforcement coordinator at 617-349-4689.

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2	Improve the ability for residents to report areas where many parking violations tend to occur. Particular areas include First Street and Second Street near Galleria, the Courthouse area, and the intersection of Third Street and Cambridge Street.	The parking enforcement office is aware of violations in the Galleria and Courthouse areas, and the staff works to enforce parking regulations in those areas to the best of their ability.  To request additional enforcement in an area, residents can call the enforcement coordinator in the traffic department at 617-349-4689. The traffic department will change enforcement patterns appropriately. The traffic department also has an improved website interface for comments and feedback. <a href="http://www.cambridgema.gov/traffic">www.cambridgema.gov/traffic</a>
3	Explore ways to improve parking availability for residents. Suggestions for improvement include charging a lower rate for parking at the municipal parking garage, creating resident-only parking lots or garages, and providing alternative parking options on street cleaning days.	Overnight parking for residents is available at municipal parking lots and garages. The current parking rates at the First Street garage are \$2 for the first hour, \$1 per hour for 2-3 hours, and \$2 per hour afterwards, with a \$20 daily maximum rate. These rates are below the market rates for parking garages.
4	Provide enclosed bus shelters on Cambridge Street, and increase MBTA service on the #69 bus route.	Community Development Department staff have surveyed the sidewalk and determined that the public right-of-way is too narrow to install bus shelters at any locations on Cambridge Street east of the King Open School. The only other possibility would be to consider installing shelters on private property, which would require approval from the property owners. Staff will request through the MBTA planning process that the frequency and reliability of #69 bus service be addressed.
5	Ensure that the pedestrian crossing to the new Lechmere Station works as planned.	Private developers in the North Point district are required to install new and improved pedestrian crossings in a few locations along Monsignor O'Brien Highway. When the old Lechmere Station is closed and the new station built, First Street will be extended past Cambridge Street to cross O'Brien Highway, leading toward the new station. Design of the new station is currently underway and construction is expected to begin in late 2006 or 2007. The new intersection at First Street and O'Brien Highway will include a traffic signal that is appropriately timed to allow pedestrians to fully cross the roadway. The Traffic, Parking and Transportation Department will closely monitor the new pedestrian crossings on an ongoing basis.
6	Address potential traffic and parking impacts near the planned new Cambridge Police Headquarters at Sixth Street and Bent Street.	The City is developing a comprehensive on- and off-street parking plan for the new Police Headquarters. This plan will ensure no loss of residential permit parking spaces.

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<b>TRANSPORTATION</b>		
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7	Examine the issue of residents of new housing developments parking on neighborhood streets instead of designated off-street garages. There is a concern that it might be cheaper for residents to get a parking permit and park on the street than pay to park in the off-street parking included in residential development projects. Can developers include price of parking space into unit price?	<p>Each newly developed condominium unit is required to include at least one parking space with the property deed, thus the price of the parking space must be included in the price of the unit. New rental housing is required to include at least one off-street parking space for every rental unit. There is no policy that requires parking to be included in the price of the rental unit, but the option to rent an off-street parking space must be made available to every new tenant.</p> <p>This is a challenging issue with no easy solution, as the City tries to balance the need for sufficient parking supply with its overall goals of reducing auto travel and supporting alternate modes of transportation. The City will continue to consider parking issues on an ongoing basis.</p>
8	Address the following traffic issues:	
8(a)	Congestion on Cambridge Street.	<p><b>FUTURE ACTION – SHORT/MEDIUM RANGE:</b> The planned extension of First Street to O'Brien Highway by North Point developers Spaulding &amp; Slye Colliers and Guilford Transportation Industries is expected to reduce existing congestion at Cambridge and First Streets. In addition, recent pavement marking changes have improved traffic flow on Cambridge Street in Inman Square, and planned signal coordination is expected to further improve operations near Inman Square.</p> <p>This area has been referred to the Cambridge Police Department for increased speeding enforcement. Also, the addition of on-street resident parking near Gold Star Mothers Park is expected to help slow traffic on Gore Street.</p> <p>The completion of the Leverett Circle construction in Boston and the resumption of Green Line service at Lechmere have resulted in improvements to traffic flow on Monsignor O'Brien Highway.</p> <p><b>FUTURE ACTION – SHORT/MEDIUM RANGE:</b> The planned extension of First Street is expected to reduce some of the traffic on Third Street by providing an alternate route to Monsignor O'Brien Highway. Third Street currently has left-turn pockets at intersections between Cambridge Street and O'Brien Highway, and the signal timing is optimized for all traffic movements. Traffic calming devices were installed along Third Street in 1998. After traffic calming was installed, typical speeds on Third Street were measured to be low, in the 22 to 26 miles-per-hour range.</p>
8(b)	Speeding between stop signs on Gore Street, Otis Street, Sciarappa Street.	
8(c)	Traffic backups at signals on Monsignor O'Brien Highway.	
8(d)	Congestion on Third Street due to difficulty for cars making left turns, and cars speeding through sections of the street between traffic calming bump-outs.	

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8(e)	Light cycle at First and Cambridge does not allow enough time for pedestrians.	<b>FUTURE ACTION – SHORT/MEDIUM RANGE:</b> The First/Cambridge signal will be addressed along with the planned extension of First Street into the North Point area.
8(f)	Light cycle on Land Boulevard and Galleria does not allow enough time for pedestrians.	In 2006, this comment was forwarded to the state Department of Conservation and Recreation, which controls the signals on Land Boulevard. Additional concerns may be forwarded to the DCR at 617-626-1250.
9	Provide resident passes for the EZRide shuttle, and increase this service.	The EZRide shuttle is a member-funded service managed by the Charles River Transportation Management Agency. It connects Cambridge businesses to Kendall Station, Lechmere Station, and North Station during morning and afternoon rush hours on weekdays. The shuttle is available to the public for a \$1 fare, but the CRTMA does not offer a pass program to the general public. More information is available from the website <a href="http://www.ezride.info">www.ezride.info</a> or by calling 617-839-4636 (617-8-EZ-INFO).
10	Provide citywide parking stickers for Zipcars.	<b>UNDER DISCUSSION:</b> The Traffic, Parking and Transportation Department will evaluate ways to improve on-street parking opportunities for Zipcars.
11	Explore ways to reduce the necessity for trains to blow whistles at road crossings.	Federal Railroad Administration regulations do not permit the creation of any additional “quiet zones,” and there are no existing quiet zones along the Grand Junction Railroad. The installation of a four-segment automated gate might encourage more limited whistle use, but it would be large and costly to install, and there would be no guarantee that it would reduce the use of whistles.
12	Paint bicycle logos on the “striped shoulder” area of Cambridge Street to increase awareness among drivers. Also increase enforcement of double-parking in this area.	Detailed discussions were held with the community regarding the reconfiguration of Cambridge Street in July and August of 1998 and again in May 1999. Based on the extensive input received, it was decided that the street cross-section would consist of one parking lane on each side of the street and two travel lanes, one eastbound and one westbound. Each travel lane is striped for an 11-foot vehicular travel lane and a 5-foot “buffer zone” to reduce conflicts between moving vehicles, including bicycles, and parked cars. Concerns regarding double-parking will be referred to the Cambridge Police Department.

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<b>HOUSING</b>		
<b>H#</b>	<b>Recommendation – DRAFT</b>	<b>Status – DRAFT</b>
1	Encourage new housing in the neighborhood to include more two, three, or four bedroom units to accommodate families with children.	The City of Cambridge actively encourages housing developers to include units that can accommodate families with children. The Planning Board considers this issue during the project review process for large housing projects.
2	Encourage new housing to imitate existing housing stock by having front doors that open onto streets and public ways, and amenities that can be enjoyed by all residents.	The design guidelines developed in the Eastern Cambridge Planning Study, and incorporated into the Cambridge Zoning Ordinance in 2001, encourage residential buildings to have multiple entrances facing the street. These guidelines also encourage the inclusion of amenities such as ground-floor retail along major streets. In certain areas, such as the North Point district and the site of the US Department of Transportation near Kendall Square, the Eastern Cambridge Rezoning requires large development projects to include publicly accessible open space.
3	Examine the conversion of 3-family houses in the neighborhood to condominium units and its impacts on parking and the character of small, neighborhood blocks.	<p>There have been about 60 condominium conversion projects in East Cambridge since 1981, resulting in about 250 converted condo units, out of about 4000 total units in the neighborhood. Current zoning does not regulate the conversion of three-family houses to condominium units. However, the Community Development Department and the Traffic, Parking and Transportation Department will continue to address parking, urban design, and other impacts as they relate to new development in the neighborhood.</p> <p>The Home Improvement Programs (HIP) offered through the Community Development Department and the city's non-profit partners offer housing owners an alternative to converting their property to condos. HIPs provide grants and loans for owners to renovate their properties and keep rental prices affordable to low and moderate income households. For more information, contact the Housing Division at 617-349-4622.</p>
4	Encourage the creation of more housing and mixed-use buildings in areas of the neighborhood that could benefit from increased pedestrian activity. Such areas include the Metropolitan Pipe site and other areas near the Kennedy School and Ahern Field, the Big John's Mattress site and others along First Street, and sites of former churches that may have closed.	<p>The Eastern Cambridge Rezoning created incentives to encourage the development of housing on each of these sites. It can be expected that new housing development, along with some commercial uses, will occur in these areas over time.</p> <p>The Community Development Department actively pursues opportunities to create affordable housing in appropriate sites. If residents know of any properties that are on the market and might be suitable for affordable housing, please contact the Housing Division at 617-349-4622.</p>

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<b>ECONOMIC DEVELOPMENT</b>		
<b>ED#</b>	<b>Recommendation – DRAFT</b>	<b>Status – DRAFT</b>
1	Support locally-owned businesses, particularly in ground-floor spaces and in the basement of the Galleria. Play an active role in advertising the presence of local businesses to residents.	The Community Development Department offers a range of services to local businesses. These services provide independent businesses with resources that allow them to better compete with larger chains. For example, the Community Development Department is now offering a workshop to assist retailers with marketing and building a customer base. Other programs include a façade improvement program, a program to assist retailers with interior renovations and merchandising, and a “site-finder database” to help match small businesses with appropriate commercial spaces in the city. Neighbors and businesses can learn more about these services by contacting the Economic Development staff at 617-349-4637.
2	<p>Support the Cambridge Street retail district in the following ways:</p> <ul style="list-style-type: none"> <li>a) Preserve the small scale and character of existing retail, possibly through historical protections.</li> <li>b) Encourage more variety in stores, to promote a “downtown shopping” feel such as in Central Square.</li> <li>c) Explore having activities such as parades that might serve as a marketing tool.</li> </ul>	<ul style="list-style-type: none"> <li>a) The relatively low building densities allowed by zoning along Cambridge Street, combined with the relatively small size of land parcels, provide limitations on the size and scale of retail buildings.</li> <li>b,c) The Community Development Department can work most effectively to support and enhance retail districts when they work with an area business association. A business association can take the lead in efforts to support retail diversity as well as promoting area-wide activities, while Economic Development staff can provide technical and organizational support. Economic Development staff can also help in matching new or existing local businesses with available spaces in the neighborhood.</li> </ul>
3	Support the creation of a pedestrian-oriented retail corridor in new development areas along Third Street. Encourage business entrances to face sidewalks, and encourage cafes and shops to be open evenings and weekends, not just during working hours.	<p>The Eastern Cambridge Rezoning and Eastern Cambridge Design Guidelines provide for the creation of a retail corridor along Third Street near Kendall Square. Current development plans for Cambridge Research Park include 65,500 square feet of ground-floor retail, and plans for a residential building at 303 Third Street include about 10,000 square feet of ground-floor retail.</p> <p>Businesses tend to set their hours based on when there is a demand for those businesses to be open, so neighbors should contact the owners or managers of neighborhood businesses directly to encourage them to stay open later. In addition, the Cambridge Licensing Commission has been exploring the possibility of allowing longer hours of operation for some businesses, as well as allowing more “sidewalk cafes” in retail areas. For more information, contact the Economic Development Division at 617-349-4637.</p>

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<b>OPEN SPACE</b>		
<b>OS#</b>	<b>Recommendation – DRAFT</b>	<b>Status – DRAFT</b>
1	Explore opportunities to create new public open space in the neighborhood. This may be accomplished both by publicly acquiring land for new open space as well as by requiring private developers to provide land or funding to be dedicated to open space.	<p>The city continually seeks opportunities to create additional public open space in Cambridge, through both public and private means. Over the past two decades, about 10 acres of new open space have been created in East Cambridge, including the parks on the East Cambridge Riverfront, which are city-owned parks that were developed and are maintained largely with funding from private developers. The state is also developing a new 8-acre riverfront park in East Cambridge called “North Point Park” that is expected to open in summer 2006.</p> <p>The zoning changes enacted through the Eastern Cambridge Planning Study in 2001 require that large development projects in specific “Planned Unit Development” areas include publicly accessible open space. The planned North Point development complex, which has been permitted under the new zoning regulations, will include a 5-acre park space. This will be a public park, with private developers responsible for construction and maintenance. Similar requirements are in place for the “PUD-KS” block north of Broadway and west of Third Street. While most of this block is owned by the US Department of Transportation and no redevelopment is planned, the permitted plan for housing at 303 Third Street does include publicly accessible open space.</p>
2	Improve Ahern Field / Kennedy-Longfellow School Playground by expanding the recreational open space to the other side of Fulkerson Street. Also consider ways to make the area feel more safe; the area feels less safe because there are few “eyes” watching the park.	Expanding the recreational space at Ahern Field to the other side of Fulkerson Street is recommended in the 2001 Eastern Cambridge Planning Study. The “Transfer of Development Rights” mechanism encourages development potential in this area to be shifted south of Binney Street, creating an opportunity for low-density housing and protected open space to be created in areas north of Binney, such as near Ahern Field.
3	Create a multi-use path along the Grand Junction Railroad line with pedestrian crossings to connect neighborhoods	<b>UNDER CONSIDERATION – LONG RANGE:</b> A study exploring the feasibility of creating a multi-use path in the Grand Junction Railroad corridor is currently underway and expected to be complete in summer 2006. If the plan is considered feasible and approved by the rail company, it will be implemented through a phased approach as funding is available. At this time, the plan for a multi-use path does not include new pedestrian crossings, because they would not be feasible while the rail line is active.

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4	Required open spaces in private developments should be carefully designed to be accessible to the public, not located within enclosed internal courtyards.	<p>Developers of large projects in certain “Planned Unit Development” areas may be required by zoning to include publicly accessible open space. The Planning Board reviews the plans for these spaces to ensure that they are designed to be fully accessible to the general public. Examples of this type of required open space include the 5-acre “Central Park” planned for the North Point development area and the courtyard and pathway included in the permitted housing development at 303 Third Street.</p> <p>Other residential development projects are also required by zoning to include a certain amount of <i>usable</i> open space. Usable open space might not necessarily be required to be publicly accessible. Usable open space, as defined in the zoning ordinance, is meant to be used primarily by the residents of the building, serving a purpose similar to the “backyard” of a traditional house.</p>
5	Create a park space on the vacant lot across from Costa Lopez Taylor Park	<b>FUTURE ACTION – SHORT RANGE:</b> Planning is currently underway to create a “pocket park” in this area, to include a sitting area with plantings. This area may possibly also include community gardening plots. The city is currently exploring funding options for this project.
6	Ensure that there are pedestrian connections across O’Brien Highway to the new park at North Point, and between the North Point area and Charlestown.	As part of the permitted development at North Point, First Street will be extended across Monsignor O’Brien Highway, and a new traffic signal with pedestrian crossings will be installed. New signals and pedestrian crossings will be also be installed at the intersections of Monsignor O’Brien with East Street and Land Boulevard, and a new signalized pedestrian crossing of Monsignor O’Brien will be installed between East Street and Land Boulevard, near Lechmere Canal Park. All of these improvements will be made by private developers in conjunction with development projects in the North Point area, and will be installed before those projects are completed. City staff will monitor the effectiveness of these crossings over time as they are used.
7	Provide open space facilities to meet the needs of all neighborhood residents of all ages. Particular facilities that are seen as being needed in East Cambridge include playing fields (for youth soccer and other informal sports use) and tennis courts.	One of the goals of the city’s open space planning is to provide a diverse set of facilities to serve different types of users. In the 2000 report of the Green Ribbon Open Space Committee, multi-use playing fields were identified as a priority need for the eastern half of Cambridge. The city seeks and actively pursues opportunities to create new fields. Also, a group of six or seven tennis courts is planned to be included in the “North Point Park” under development by the state. A new skateboard park is also planned for that area, for which the Charles River Conservancy is currently raising funds.

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8	<p>The following improvements should be made to existing open spaces:</p> <ul style="list-style-type: none"> <li>a) The “Sixth Street extension” walkway needs improved lighting and emergency call box.</li> <li>b) Front Park needs an emergency call box.</li> <li>c) Park areas along the river need improved lighting and trash receptacles.</li> </ul>	<ul style="list-style-type: none"> <li>a) <b>FUTURE ACTION – SHORT RANGE:</b> The Electrical Department is planning to install an emergency call box in this location. In the future, the Electrical Department will also explore ways to improve the lighting.</li> <li>b) <b>UNDER CONSIDERATION – MEDIUM RANGE:</b> The Electrical Department will look into appropriate places to install an emergency call box in Front Park, and will explore funding possibilities for installing a call box in the future.</li> <li>c) These areas are owned by the state and maintained by the Department of Conservation and Recreation. This recommendation will be referred to the DCR.</li> </ul>
10	<p>Explore the possibility of creating an off-leash dog park in the neighborhood. Attention should be paid to ensuring that such an area is kept clean and well cared-for. Perhaps require dog owners who use the park to assume responsibility for some of the park’s maintenance activities.</p>	<p><b>UNDER DISCUSSION:</b> Over the past year, the Public Facilities Committee of the City Council has discussed the topic of off-leash dog areas in the city. As a result of these discussions, two new off-leash areas are being proposed, one at Danehy Park and one in Cambridgeport. The committee also discussed the possibility of creating an off-leash area in East Cambridge on land owned by the Cambridge Redevelopment Authority (CRA) at Binney Street and Galileo Galilei Way.</p> <p>The new off-leash areas will serve as pilot programs to examine the effectiveness of a “self-policing” clean-up policy in off-leash areas. The policy will be reassessed when the off-leash areas have been in use for about one year.</p>

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11	Address problems with maintenance and snow removal in open spaces required of new housing developments.	<p>Maintenance of public parks is the responsibility of the City of Cambridge Department of Public Works (DPW) or, in the case of state-owned parks, the Massachusetts Department of Conservation and Recreation. Also, some parks may be publicly accessible but maintained by a private company. Residents should contact the parks maintenance supervisor for East Cambridge at 617-349-6962 if they notice any problems with maintenance.</p> <p>Maintenance of private open spaces is the responsibility of property owners. However, owners are responsible for clearing snow if it blocks a public way. Violations should be reported by calling the snow hotline at 617-349-4903, and citations will be issued to property owners as appropriate.</p> <p>More information on snow removal is available from the DPW website at <a href="http://www.cambridgema.gov/theworks/services/snow.html">www.cambridgema.gov/theworks/services/snow.html</a></p>
12	Support the creation of a public canoe / kayak launch at Lechmere Canal.	Plans for the Cambridge Research Park development at Kendall Square include a canoe/kayak launch on the Broad Canal.

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<b>GENERAL ISSUES</b>		
<b>G#</b>	<b>Recommendation – DRAFT</b>	<b>Status – DRAFT</b>
1	Address the following concerns related to public infrastructure in the neighborhood:	
1(a)	There are problems with storm drainage on Fulkerson Street and nearby roads. Water tends to flood in places, does not fall into catch basins.	<b>FUTURE ACTION – SHORT RANGE:</b> The Department of Public Works has investigated concerns regarding drainage on Fulkerson Street. Within the next year, DPW plans to install new catch basins at the Fulkerson/Thorndike and Fulkerson/Bent intersections and to clean an existing catch basin in the vicinity of 71 Fulkerson.
1(b)	There is a problem with sewer gas odors along Cambridge Street and Fulkerson Street in the summer.	<b>COMPLETED ACTION:</b> The Department of Public Works has investigated reports of sewer gas odors in several locations along Cambridge Street. Staff believe that odors are the result of gas build-ups in sewer pipes during dry periods. In order to trap liquids and prevent the escape of gases, “elbows” were installed in several catch basins along Cambridge Street, including at Cambridge and Fulkerson. The “elbows” were installed in December 2005, and DPW will monitor whether these improvements are successful in reducing odors.
1(c)	There is lead in the water of some homes along Fulkerson (unclear whether this is because of the city water line, private hookups, or pipes within the homes).	The Water Department conducts weekly water testing at several locations around the city, including the School Department building on Thorndike Street, the courthouse, and Engine 3 fire station. This is to ensure that the water distributed throughout the city meets the same quality standards. Residents who are concerned about the quality of water at their homes can arrange for testing by the city’s water testing lab at 617-349-4770. Information is also available on the Water Department website: <a href="http://www.cambridgema.gov/CWD">www.cambridgema.gov/CWD</a>
1(d)	Roads seem to be in bad repair in the area of Fulkerson Street, Sixth Street, and Fifth Street, and along Bent Street and Charles Street from Fifth to Fulkerson. Sidewalks also seem to be in bad repair in the area of Fulkerson and Charles (near the park).	<b>FUTURE ACTION – SHORT/MEDIUM RANGE:</b> In 2006, Bent Street is planned to be resurfaced and a new sidewalk is planned to be installed. Fulkerson Street from Charles to Binney is planned to be resurfaced within the next two years, and Lyme Properties plans to install a section of sidewalk on the western side of Fulkerson by 2008. A raised crosswalk is also under consideration at the intersection of Fulkerson and Spring Street. Both Charles Street and Fifth Street are under consideration by the Department of Public Works for repaving within the next five years.
1(e)	The electrical power supply in the neighborhood has not been reliable, with blackouts occurring during the summers in recent years.	Electricity in Cambridge is provided by the NSTAR company. In fall 2005, NSTAR made improvements to the electrical systems in East Cambridge to try to reduce the occurrence of blackouts during the summers. For information about electrical service, contact NSTAR customer support.

**SHORT RANGE: 0–2 years**  
**MEDIUM RANGE: 3–6 years**  
**LONG RANGE: 7–10 years**

**East Cambridge Neighborhood Study Update**  
**DRAFT RECOMMENDATIONS – 05/03/06**

<b>GENERAL ISSUES</b>		
<b>G#</b>	<b>Recommendation – DRAFT</b>	<b>Status – DRAFT</b>
2	Improve trash pickup and enforcement of trash regulations for property owners. Overflowing garbage is a problem, leading to rats in some areas.	<b>NEW POLICY IN EFFECT:</b> In April 2006, the Department of Public Works began implementing new rules with regard to garbage pick-up. Residents are required to put out their garbage no earlier than 6PM on the day before trash collection day, and any garbage left overnight must be placed in a can with a lid. Uncovered bags may not be left out overnight. For more information about garbage pick-up, contact the Department of Public Works at 617-349-4800.
3	Improve street signage and lighting in the neighborhood. In particular, address locations where trees cover signs or streetlights.	Specific problems with streetlights should be reported to the Electrical Department at 617-349-4925 or by e-mail to <a href="mailto:streetlightrepair@cambridgema.gov">streetlightrepair@cambridgema.gov</a> . Specific problems regarding tree branches covering street lights should be reported to the Operations Center at the Department of Public Works at 617-349-4800 or 617-349-4648, by e-mail at <a href="mailto:theworks@cambridgema.gov">theworks@cambridgema.gov</a> , or using the web form at <a href="http://www.cambridgema.gov/theworks">www.cambridgema.gov/theworks</a> ; DPW will then schedule an inspection and correct problems as needed. All public trees in East Cambridge are planned to be pruned in 2008 as part of the regular citywide tree-pruning schedule.
4	Plant more street trees in the neighborhood where possible. Trees planted in pits without grates covering them are preferable.	The City of Cambridge is dedicated to planting new trees throughout the city, and strives to plant about 150-300 trees each year. To request that a tree be planted in a particular location, leave a message for the City Arborist at 617-349-6433 or e-mail <a href="mailto:cambridgetree@cambridgema.gov">cambridgetree@cambridgema.gov</a> . Generally, trees are planted in open tree pits without grates. This is because as trees grow, they can push on the grate and cause damage to the tree or the grate. Grates only tend to be used for large-scale plantings along busy sidewalks, where they can help to maintain a more even sidewalk surface.
5	Neighborhood residents would like to have a community center in the neighborhood, possibly a senior center. Facilities such as the Sons of Italy building might be available for use.	Cambridge's Department of Human Service Programs operates a citywide Senior Center in Central Square to serve as a "one-stop multi-service area for seniors living in Cambridge and its surrounding area." This center offers a full range of programs including meals, classes, fitness, ethnic and cultural programs, trips, arts and crafts, lectures, games, and other events. Human Service Programs also operates the Frisoli Youth Center, which offers youth programs to children age 9-13 in the eastern part of Cambridge and citywide. There is currently no plan for additional recreational facilities in East Cambridge.

**SHORT RANGE: 0–2 years**  
**MEDIUM RANGE: 3–6 years**  
**LONG RANGE: 7–10 years**